

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S
TRANSPORTATION
TECHNICAL ADVISORY COMMITTEE**

**March 8, 2021
1:00 P.M.**

**Large Conference Room
210 RIVER DR., WAUSAU, WI**

Commission Purpose: *The Commission shall be concerned with studies and recommendations relating to activities including but not limited to land-use; natural resources; utilities; and transportation systems within the metropolitan planning area. (Commission Bylaws last updated: 6-12-08)*

Transportation Technical Advisory Committee (TAC): *Gaylene Rhoden, ~~Randy Firrick~~, Tim Vergara, Keith Donner, Jeff Gates, Mark Thout, Brad Lenz, Dave Mack, Andrew Lynch, Darryl Landeau, Jim Griesbach, Greg Seubert, Richard Downey, Scott Turner, Keith Rusch, Brian Grefe, Eric Lindman, David Eckmann, James Kuehn, David Meurett, Gary Olsen*

The meeting site identified above will be open to the public. However, due to the COVID-19 pandemic and associated public health directives, Marathon County encourages Metropolitan Planning Commission Technical Advisory Committee members and the public to attend this meeting remotely. To this end, instead of attendance in person, Metropolitan Planning Commission Technical Advisory Committee members and the public may attend this meeting by **telephone conference**. If Metropolitan Planning Commission Technical Advisory Committee members or members of the public cannot attend remotely, Marathon County requests that appropriate safety measures, including adequate social distancing, be utilized by all in-person attendees.

Persons wishing to attend the meeting by phone may call into the telephone conference beginning **five (5) minutes prior to the start time indicated above using the following number:**

PHONE NUMBER: 1-408-418-9388

Access Code: 920 620 244

Please Note: If you are prompted to provide an "Attendee Identification Number" enter the # sign. No other number is required to participate in the telephone conference.
When you enter the telephone conference, PLEASE PUT YOUR PHONE ON MUTE!

Agenda Items:

1. CALL TO ORDER AND INTRODUCTIONS;
2. PUBLIC COMMENT;

Policy Discussion and Possible Action:

3. APPROVE MINUTES OF THE OCTOBER 12, 2021 TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING;
4. TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT SELECTION
5. STP-URBAN SCORING AND CRITERIA DISCUSSION AND POSSIBLE REVISIONS
6. BIPARTISAN INFRASTRUCTURE LAW (BIL) UPDATE
7. ADJOURN.

Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk's Office at 715-261-1500 one business day before the meeting.



SIGNED _____
PRESIDING OFFICER OR DESIGNEE
NOTICE POSTED AT COURTHOUSE:

By: _____
Date: _____

EMAILED TO: Daily Herald, City Pages,
Midwest Radio Group
CenterState Marketplace
EMAILED BY: BJ
EMAILED DATE/TIME: 03/02/2022 9:50 am



**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
Minutes – October 12, 2021**

Meeting Attendance: Dave Mack, Andrew Lynch, John Robinson, Gaylene Rhoden, Mark Thout, Darryl Landeau, Dave Meurett, Randy Fifrick, Kevin Lang, Greg Seubert, Allen Wesolowski, Brad Sipple, Jeff Gates, Michael Wodalski, Jared Wehner, Brenda Iczkowski, Laurie Miskimins, Eric Lindman, Richard Downey

1. Call to Order / Introductions

The presence of a quorum, the agenda being properly signed and posted, the meeting was called to order by Commission Chair Robinson at 1:00 p.m., at 210 River Drive, Wausau and virtually via WebEx.

2. Public Comment – None.

3. Approve Minutes of the August 10, 2021 Transportation TAC meeting

Action: MOTION / SECOND BY FIFRICK/ LINDMAN TO APPROVE THE AUGUST 10, 2021 MINUTES OF THE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE REFLECTING NOT TO REMOVE RHODEN FROM THE MARCH 9, 2021 MEETING, MOTION CARRIED BY VOICE VOTE, NO DISSENT.

4. 2021 Long Range Transportation Plan Traffic Model Results

Discussion: Lynch shared included in the packet is the Traffic Model results for the 2021 Long Range Transportation Plan and emailed the report prior to the meeting requesting comments from the committee. Not a lot of impact from the projects as they were designed. The scenarios were compared against the MPO area future model with the projected traffic volume. Lynch briefly reviewed all the model results for the bridges, roads and interchange.

Action: For informational purposes only.

Follow Through: Staff will continue to update the committee.

5. Marathon County's UniverCity Year Project Updates

Discussion: Lynch refreshed the committee on the purpose of the UniverCity projects. Marathon County has been working with the University of Wisconsin - Madison for an over a year on projects. The purpose of the program is to provide services and work to communities around Wisconsin allowing students to complete the work with guidance. The following projects are currently being worked:

- Marathon County Bike Plan in conjunction with the Marathon County Highway and Parks Departments are working with one grad student doing this project as a capstone and will be finishing in April 2022. The student is gathering public input, addressing specific engineering questions, evaluating and recommending routes between communities and amenities, and placements of infrastructure.
- Salt Use Study is a continuation from the previous Metropolitan Salt Use Study. This fall there are five engineering students. Jeff Pritchard and Lynch are assisting this study. The students will be looking for alternatives to salt use, analyzing the cost benefits of different infrastructure options and will be reaching out to communities with the information that was gathered this spring.

- Round-a-bout research is being done by five engineering students for the intersection of Forest, Grand and 6th in Wausau. This intersection was evaluated as part of a plan in 2018 and for that plan a round-a-bout was recommended. The students, Lynch and Allen Wesoloski, City of Wausau, are working on three alternatives to have completed by the end of October.
- The sidewalk inventory was conducted over the summer for the metro area. The program had an intern that was able to create a report and will be sent to the committee in the future.

Action: For informational purposes only.

Follow Through: Staff will continue to inform the committee of updates.

6. Adjourn

Action: There being no further business to come before the members, **MOTION / SECOND BY RHODEN / LINDMAN TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AT 1:33 PM. MOTION CARRIES.**

Submitted by:
David Mack, MPO Director
Marathon County Conservation, Planning and Zoning



March 1, 2022

RE: Bike Pedestrian Committee TAP selection

At the January 27, 2022 meeting of the Wausau MPO Bicycle and Pedestrian Sub-committee, the members ranked the projects applying for Transportation Alternatives Program (TAP) funding. The applicable projects are:

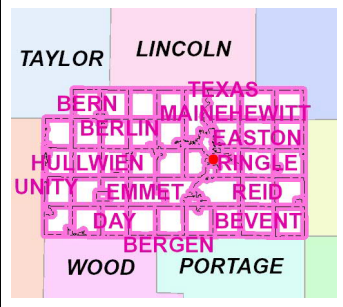
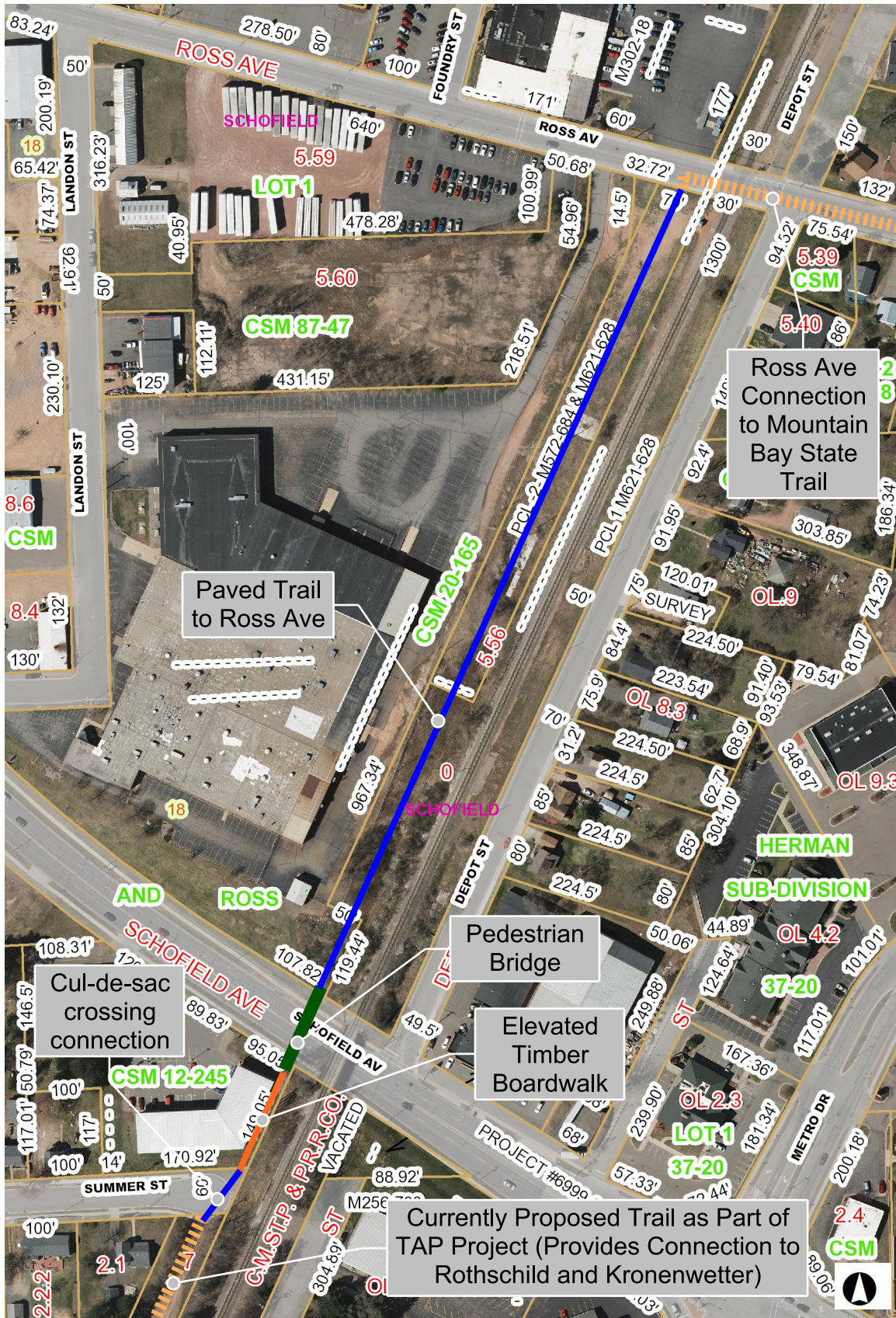
City of Schofield: Bus 51 Pedestrian Bridge and Bypass Trail

City of Wausau: Wausau Business Campus East-West Trail

The Committee selected the Bus 51 Pedestrian Bridge and Bypass Trail from the City of Schofield as the top project.



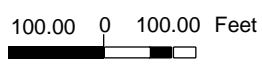
Land Information Mapping System



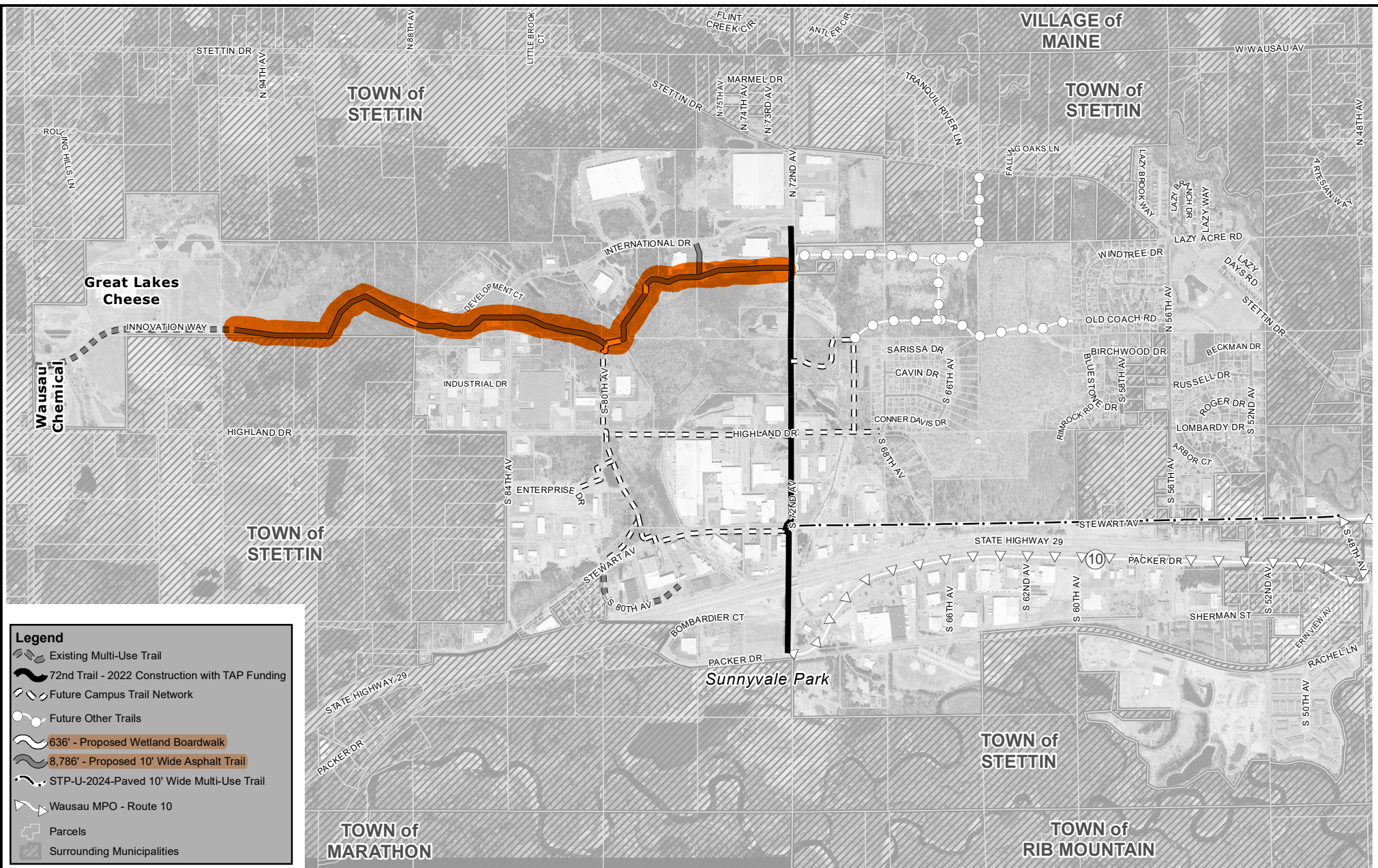
Legend

- Parcel Annotations
- Parcels
- Land Hooks
- Section Lines/Numbers
- Right Of Ways
- Municipalities
- 2015 Orthos
- Wausau-Schofield
- Red: Band_1
- Green: Band_2
- Blue: Band_3
- Surrounding_Counties
- CLARK
- LANGLADE
- LINCOLN
- PORTAGE
- SHAWANO
- TAYLOR
- WAUPACA
- WOOD

Notes



DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.



Legend

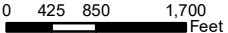
- Existing Multi-Use Trail
- 72nd Trail - 2022 Construction with TAP Funding
- Future Campus Trail Network
- Future Other Trails
- 636' - Proposed Wetland Boardwalk
- 8,786' - Proposed 10' Wide Asphalt Trail
- STP-U-2024-Paved 10' Wide Multi-Use Trail
- Wausau MPO - Route 10
- Parcels
- Surrounding Municipalities

- NOTES:**
1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU ENGINEERING DEPT.
 2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.
 3. MAP FEATURES DEVELOPED FROM APRIL 2010 AERIAL PHOTOGRAPHY.
 4. AERIAL PHOTO SHOWN HEREON FLOWN APRIL, 2020.

WAUSAU BUSINESS CAMPUS TRAIL

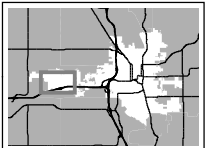
CITY OF WAUSAU

Marathon County, Wisconsin



Map Date: November 03, 2021

Map Location



Cost Share

The following policy is used by the Wausau MPO in allocating the STBG funds for the Wausau Metropolitan Area.

The Wausau MPO has established the federal share of STBG projects at seventy percent (70%). The balance of project costs, thirty percent (30%), is the responsibility of the sponsoring local government. No project will be funded below the fifty-five percent (55%) federal level. Any remaining funds will be distributed in rank order to bring projects to the eighty percent (80%) federal level.

Project Eligibility

The following criteria used by the Wausau MPO in determining STBG project eligibility and are consistent with WisDOT and FHWA eligibility criteria.

STBG funds will only be programmed within the Wausau adjusted urbanized area boundary approved by the Wausau MPO and state DOT.

The STBG funding should be primarily utilized for roadways under county, city, village, or town jurisdiction.

Transit capital and bikeway projects in conformance with the FAST Act requirements are eligible for STBG funding.

The sponsoring local government is required to present a letter of agreement indicating financial commitment to the STBG funded project.

The costs of feasibility studies are not eligible for STBG funding.

Projects with total construction costs of less than \$100,000 are not eligible for STBG funding.

Relocation costs are not eligible for STBG funding.

Isolated traffic signal installation projects are not eligible for STBG projects.

The cost of preliminary design is not eligible for STBG funding.

Right-of-way acquisition costs are not eligible for STBG funding.

Sidewalk projects are not eligible for STBG funding unless the project is in conjunction with an STBG funded project.

Railroad crossing projects are not eligible for STBG funding unless the railroad crossing project is in conjunction with an STBG funded project.

Project Scoring

[Prioritization Criteria for Transportation Facilities](#)

In 2018-9, the Technical Advisory Committee reviewed and revised the system for scoring projects into eight criteria. A component of this scoring system is an opportunity for the applicants to provide detailed information about certain criteria on a worksheet that serves to better inform MPO staff. The criteria are also weighted as indicated by the % in each title.

Key Component of Transportation System (20%)

This criterion gives merit to projects according to their functional classification status and their overall relationship with the rest of the transportation system.

Functional Classification: Arterials = 2 points, Collector = 1 point
Impact on Region: Project with regional impact = 2 points

System Condition (15%)

This criterion rewards projects that focus on road segments in need of repair.

Condition Rating: <5 = 2 points, 5-7 points = 1, 7+ = 0 points

Project Coordination (10%)

This criterion rewards municipalities that work together on shared roads or projects.

Two or more communities coordinating on project = 2 points

Safety (20%)

This criterion points to projects that create safer conditions and where project areas have a high crash rate.

Roadway safety improvements: Same road profile = 0 points, Some improvements = 1 points, Major safety improvements = 2 points;
Crash Rate calculation for projects that create safer conditions: Highest crash incidence = 2 points, 2nd highest incidence = 1 point

Congestion (5%)

This criterion rewards projects that alleviate congestion issues as identified by local municipalities or the MPO traffic model.

Identified area of congestion: Level of Service (LOS) is D = 2 points, LOS is C = 1 point, LOS is B or A = 0 points
Local input on congestion issue = Maximum of 1 points

Freight (10%)

This criterion awards points on the projects proximity to or increasing access to industrial or concentrated commercial areas.

Project is within one mile of freeway system interchange = 1 point
Project facilitates access to industrial or concentrated commercial corridor area = 1 point

Multimodal (15%)

This criterion rewards projects that that accommodate multimodal use.

Complies with Federal Regulations on bicycle and pedestrian accommodations = 1 point
Context-sensitive design = 1 point
Project is identified in MPO Bicycle and Pedestrian Plan or addresses a significant need = 2 points

Environmental Justice (5%)

This criterion awards points to projects in identified areas of low income or racial minorities.

Project is in an area of low-income or racial minority = 1 point

Wausau MPO Worksheet for STBG Scoring

This worksheet will assist MPO staff and the Technical Advisory Committee in scoring your project for STBG funding. Please explain in detail and attach any necessary diagrams or maps.

Key Component of Transportation System

Describe the Regional Impact of this project

Safety

Describe how this project will create safer conditions for users and address any issues from crash data or local feedback.

Congestion

Describe any points of congestion in this project scope that cause concern and are not displayed on the traffic model.

Freight

Describe how this project will facilitate freight access to an industrial or concentrated commercial area.

Multimodal

Describe in detail the bicycle and pedestrian facilities designed for this project

If applicable, describe how this project addresses a significant need in bicycle or pedestrian infrastructure that is not addressed in the MPO Bicycle and Pedestrian Master Plan.

Wausau MPO - STBG Scoring - 2019

| Sponsor Community | Project | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | | TOTAL | RANK | | | | | |
|-----------------------|----------------|---------------------------------|------------------|----------------------------|-------------------------------------|---|--|----------------------------|---|---|--|---|---|--|--------------|--------------|----------------------------|--|-----------------------------------|----------------------------|------------------------------------|---------------------------|------|---|
| | | KEY COMPONENT OF TRANSPORTATION | Impact on region | SYSTEM CONDITION | PROJECT COORDINATION | SAFETY | CONGESTION | FREIGHT | MULTIMODAL | ENVIRONMENTAL JUSTICE | | | | | | | | | | | | | | |
| | | Functional Classification | | Rating from Application | 2+ Communities working together | Does the project create safer conditions? | FHWA crash calculation; only for projects that will create safer conditions. | LOS Current condition | Local testimony | Within 1 mile of freeway system/interchange | Facilitates access to industrial or concentrated commercial area | Complies with Federal Regulations on accommodations and delivers context-sensitive design | Project is identified in MPO Bicycle and Pedestrian Plan or addresses a significant need. | Project is in an identified EJ area. >10% minority <= \$25,750 family census block group | | | | | | | | | | |
| | | Arterials = 2, Collector = 1 | Regional = 2 | Weighted Score (Sum x 20%) | <5 Score = 2, 5-7 Score = 1, 7+ = 0 | Weighted Score (Sum x 15%) | Y = 2, N = 0 | Weighted Score (Sum x 10%) | Same profile = 0, Some improvements = 1, Major improvements = 2 | Highest incidence = 2, 2nd highest = 1 | Weighted Score (Sum x 20%) | D = 2, C = 1, B-A = 0 | Max of 1 point | Weighted Score (Sum x 5%) | Y = 1, N = 0 | Y = 1, N = 0 | Weighted Score (Sum x 10%) | Complies with Fed Regs = 1, Context-sensitive design = 1 | Project is identified in Plan = 2 | Weighted Score (Sum x 15%) | Project location in an EJ area = 1 | Weighted Score (Sum x 5%) | | |
| Marathon County | CTH N | 2 | 2 | 0.8 | 1 | 0.15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0.1 | 1 | 0 | 0.15 | 0 | 0 | 1.2 | 6 |
| City of Wausau | Stewart Ave | 2 | 2 | 0.8 | 2 | 0.3 | 2 | 0.2 | 1 | 0 | 0.2 | 0 | 0 | 0 | 1 | 1 | 0.2 | 2 | 2 | 0.6 | 1 | 0.05 | 2.35 | 1 |
| Town of Rib Mountain | Lilac Ave | 1 | 2 | 0.6 | 2 | 0.3 | 0 | 0 | 2 | 0 | 0.4 | 0 | 1 | 0.05 | 1 | 1 | 0.2 | 2 | 2 | 0.6 | 0 | 0 | 2.15 | 2 |
| Town of Wausau | Evergreen Road | 1 | 0 | 0.2 | 2 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.05 | 0.55 | 7 |
| Village of Rothschild | Military Road | 1 | 2 | 0.6 | 2 | 0.3 | 0 | 0 | 2 | 0 | 0.4 | 0 | 1 | 0.05 | 0 | 0 | 0 | 2 | 2 | 0.6 | 0 | 0 | 1.95 | 4 |
| Village of Weston | Birch Street | 1 | 0 | 0.2 | 1 | 0.15 | 0 | 0 | 2 | 2 | 0.8 | 0 | 0 | 0 | 1 | 0 | 0.1 | 2 | 2 | 0.6 | 0 | 0 | 1.85 | 5 |
| City of Mosinee | Rangeline Road | 1 | 0 | 0.2 | 2 | 0.3 | 0 | 0 | 1 | 1 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0.3 | 0 | 0 | 1.2 | 6 |
| City of Mosinee | Main Street | 2 | 2 | 0.8 | 2 | 0.3 | 0 | 0 | 1 | 0 | 0.2 | 0 | 0 | 0 | 0 | 1 | 0.1 | 2 | 2 | 0.6 | 0 | 0 | 2 | 3 |

| Muni | Project | Points | Rank |
|-----------------------|----------------|--------|------|
| City of Wausau | Stewart Ave | 2.35 | 1 |
| Town of Rib Mountain | Lilac Ave | 2.15 | 2 |
| City of Mosinee | Main Street | 2 | 3 |
| Village of Rothschild | Military Road | 1.95 | 4 |
| Village of Weston | Birch Street | 1.85 | 5 |
| Marathon County | CTH N | 1.2 | 6 |
| City of Mosinee | Rangeline Road | 1.2 | 6 |
| Town of Wausau | Evergreen Road | 0.55 | 7 |

1. What is FFY?

A: FFY is the acronym for Federal Fiscal Year (October 1st - September 30th).

2. What is SFY?

A: SFY is the acronym for State Fiscal Year (July 1st – June 30th).

3. Is a “re-seal or chip fill” eligible for the BIL?

A: This is being verified by FHWA and WisDOT will update this FAQ when known.

4. Can we use the BIL money to only remove an existing bridge?

A: No, the Local Bridge program does not allow removal without replacement.

5. Are we able to submit change management for BIL projects?

A: Change management is the process that WisDOT uses to update funding and scheduling of approved projects. Yes, change management can be submitted for BIL projects and DOT will review for approval or denial.

6. Is the DOT limiting the size of the project or limiting the dollar amount in an STP- Local area?

A: No, for the FFY 2022 project solicitation, WisDOT is looking at all construction-only projects that meet the eligibility requirements.

7. Can we submit a project for STP-Local if we are in a Metropolitan Planning Organization (MPO) area?

A: No, please consider looking at applying through the MPO for an STP-Urban project.

8. If we are a part of the STP-Urban and a part of an MPO are we eligible for STP-Local?

A: No, in this case, you would not be eligible for the STP-Local.

9. What is a WISLR map and what information does it provide?

A: For WisDOT programs, a location map is required with each application; an easy way to clearly highlight project areas on a map is to use a WisDOT tool called WISLR—or the Wisconsin Information System for Local Roads, which has interactive mapping functionality. This is very helpful for demonstrating the precise termini of a project in one map, which is what our WisDOT programs require. WISLR also allows local governments to access information related to local roads, such as width, surface type, and pavement condition rating. Functional classification information can also be found on WISLR.

One important note for STP Local applicants: While the eligibility map posted on our webpage is useful, you are still required to submit a WISLR map with your application.

10. Do we need to submit a WISLR map with our application?

A: Yes, all project applications are to submit a WISLR map. For more information to obtain a WISLR map, please visit <https://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>.

11. Would our road still be eligible for the STP-Urban program if we do not have any streets that meet the traffic volume criteria?

A: It depends. Traffic volume is part of the functional classification of roadway criteria. To be STP-Urban eligible, the roadway must be inside of an urban area and the street must be functionally classified as an urban arterial, minor arterial or an urban collector road, and the roadway needs to meet the traffic criteria. Please reference the functional classification WisDOT webpage for more information: <https://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx>.

12. Can we apply for more than one project?

A: Yes, you may apply for more than one project at a time.

13. Will the DOT allow reimbursement for the design cost for FFY22?

A: No, for the FFY22 project solicitation design cost will be the responsibility of the project sponsor. Only construction projects will be funded with the FFY22 federal funding.

14. Will the DOT allow reimbursement for design for FFY23 and beyond?

A: Yes, design costs will be eligible in future solicitations.

15. Will the DOT manage and perform inspections on BIL-funded projects?

A: Yes, construction inspection will be a requirement, as these projects will be State Let and overseen by WisDOT.

16. Will the BIL projects be State Let?

A: Yes, all BIL funded projects will be State Let.

17. Is DOT handling the bidding process?

A: Yes, WisDOT will handle this process.

18. Are gravel roads eligible to be paved with the BIL Funds?

A: This is being verified by FHWA and WisDOT will update this FAQ when known.

19. What is QBS?

A: QBS is the acronym for Qualification Based Selection, a process whereby at least three consultant firms are selected in order of preference based upon qualification criteria. Negotiations are initiated with the firms in their order of preference until a fair and reasonable price is secured.

20. Do we need to follow QBS with locals funding 100% of the design for the FFY22 projects? What about FFY23?

A: No, QBS is not required if there is only local funding on the design (no federal money). If federal funding is on a subsequent construction phase, all federal rules for that phase must be followed.

21. If a design has already begun, and QBS was used, can design funding for FFY22 still be applied for?

A: No, FFY22 will fund only construction projects.

22. Can the consultant fill out the local application if locals are funding 100% of the design?

A: Yes, the consultant can help you with the application if locals are funding 100% of the design.

23. When do I need to submit my application by in order to get an FFY22 project approved?

A: To receive funding for FFY22 you must have your application submitted no later than April 1, 2022. If a project is awarded, Plans, Specifications, and Estimates (PS&E) must be submitted by August 1, 2022.

24. Can I submit a bridge replacement project that has culverts under the bridge?

A: Yes, we will consider this as long as the bridge is on the bridge eligible list.

25. If an application is rejected for the FFY22 solicitation, can we re-use the same application material for the FFY23 solicitation?

A: Yes, if you previously applied for STP or Local Bridge in the 2023-2027 Program Cycle solicitation (the applications that were due on October 15, 2021) or the Federal Fiscal Year (FFY) 2022 BIL solicitation (the applications that are due on April 1, 2022), and your application was program eligible but NOT funded, a one-page document called a Pre-Project Award Flexibility Agreement will be available on the BIL webpage that will allow the previously submitted application to be reconsidered for funding in the FFY 2023-FFY 2026 BIL solicitation.

26. If an application is rejected by WisDOT, will WisDOT provide an explanation?

A: Yes, WisDOT will provide an explanation if an application is rejected.

27. For FFY22, can we begin construction in December of 2022?

A: If a project is selected for FFY22 funding, the project must be let by November 2022. Starting actual construction in December of 2022 will depend upon how quickly the contract is awarded to the low bidder, and whether it is prudent to commence construction activity.

28. What does it mean to have funds obligated?

A: Federal funds must be assigned to specific projects to be “obligated”; this is important for WisDOT because federal funds, unlike state funds, do not carry over year-to-year. FFY22 federal funding must be obligated by September 30, 2022. Funding and pertinent information associated with FFY22 projects must be in the federal financial management system and authorized by FHWA before September 30, 2022. The November letting is the latest calendar year let that can accommodate a September 30th obligation in the federal system.

29. I applied for LRIP- can I also apply for the STP program?

A: Yes, you may apply for STP-Local funding while you are awaiting the status of your LRIP application. In the event that you receive an award in both programs, you may choose from either program. However, please keep in mind that you will likely have a limited amount of time to decide whether you will accept an STP-Local award. This is related to the fact that STP-Local projects for FFY22 will need to meet an August 1, 2022 PS&E deadline; also, WisDOT must quickly assign FFY22 funds to other projects if you decline STP funding for your application.

30. Can we purchase real estate with these FFY22 projects?

A: No, WisDOT staff have determined that no right of way can be contemplated in order to meet the tight August 1, 2022, PS&E deadline.

31. Is extending an existing roadway eligible under this program?

A: No, under current program guidance, you cannot build a road with STP funding where a road does not currently exist.

32. Can the BIL funds be used in connection with other Federal Funds?

A: With few exceptions, you cannot use Federal funds as the local match for your project. ARPA and COVID relief dollars are specific examples of federal funding sources that cannot be used as local match.

33. What is cost share?

A: Typically, cost share on local program projects is 80% Federal dollars and 20% local match. If you receive an FFY22 construction award, you will need to have the funds available to cover 100% of design engineering costs. Please keep in mind that if you are selected for a project that will proceed to construction by the end of calendar year 2023, you will need to have local funds available to cover the local match. Additionally, if you plan on applying in the FFY23 - FFY26 solicitation for design, you will need to reserve local funds to pay for the local share of design engineering.

34. Can we look at a project that has a railroad crossing?

A: Please contact your WisDOT region railroad coordinator for assistance in determining if a railroad crossing will prohibit your project from moving forward. It is likely that a railroad crossing would disqualify your proposal in the FFY22 solicitation.

35. What is the difference between “urban” and “rural”? How do I know if my community is urban or rural?

A: This designation is based on urban/rural population. Maps that show urban/rural designation can be found on the WisDOT website at: [Wisconsin Department of Transportation Functional classification \(wisconsindot.gov\)](https://www.wisconsin.gov/transportation/functional-classification). Please contact your DTSD regional [local program manager](#) if you have questions about where you fit in STP.